BS ISO 15638-10:2017

BSI Standards Publication

Intelligent transport systems — Framework for cooperative telematics applications for regulated commercial freight vehicles (TARV)

Part 10: Emergency messaging system/eCall

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National foreword

This British Standard is the UK implementation of ISO 15638-10:2017. It supersedes PD ISO/TS 15638-10:2013, which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee EPL/278, Intelligent transport systems.

A list of organizations represented on this committee can be obtained on request to its secretary.

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Intelligent transport systems — Framework for cooperative telematics applications for regulated commercial freight vehicles (TARV) —

Part 10: Emergency messaging system/eCall

Systèmes intelligents de transport — Cadre pour applications télématiques coopératives pour véhicules de fret commercial réglementé (TARV) —

Partie 10: Système de messagerie d'urgence/appel électronique

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

This document was prepared by ISO/TC 204, *Intelligent transport systems*.

This first edition cancels and replaces the Technical Specification ISO/TS 15638-10:2013 which has been technically revised to bring the MSD and optional data concept specification in line with the current revisions to EN 15722:2015 and EN/TS 16405:2014.

A list of all the parts in the ISO 15638- series, can be found on the ISO website.

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Introduction

Many ITS technologies have been embraced by commercial transport *operators* (3.32) and freight owners, in the areas of fleet management, safety and security. *Telematics* (3.41) applications have also been developed for governmental use. Such regulatory services in use or being considered vary from *jurisdiction* (3.27) to *jurisdiction*, but include electronic on-board recorders, digital *tachograph*, on-board *mass* (3.30) monitoring, 'mass' penalties and levies, vehicle *access methods* (3.1), *hazardous goods* (3.16) tracking and *eCall* (3.20). Additional applications with a regulatory impact being developed include, fatigue management, speed monitoring and heavy vehicle penalties imposed based on location, distance and time.

In such an emerging environment of regulatory and commercial applications, it is timely to consider an overall *architecture* (3.9) (business and functional) that could support these functions from a single platform within a commercial freight vehicle that operates within such regulations. International Standards will allow for a speedy development and *specification* (3.40) of new applications that build upon the functionality of a generic specification platform. A suite of standards deliverables is required to describe and define the *framework* (3.22) and requirements so that the on board equipment and back office systems can be commercially designed in an open market to meet common requirements of *jurisdictions* (3.27).

The ISO 15638 suite of standards addresses and defines the *framework* (3.22) for a range of cooperative *telematics* (3.41) applications for *regulated commercial freight vehicles* (3.36) (such as *access methods* (3.1), driver fatigue management, speed monitoring, on-board *mass* (3.30) monitoring, penalties and levies). The overall scope includes the concept of operation, legal and regulatory issues, and the generic cooperative provision of services to *regulated commercial freight vehicles* (3.36), using an on-board ITS platform. The *framework* is based on a (multiple) *service provider* (3.38) oriented approach with provisions for the *approval* (3.6) and *auditing* (3.10) of *service providers*.

The ISO 15638 suite of standards deliverables will:

— provide the basis for future development of cooperative *telematics* (3.41) applications for *regulated commercial freight vehicles* (3.36). Many elements to accomplish this are already available. Existing relevant standards will be referenced, and the *specifications* (3.40) will use existing standards (such as *CALM*) wherever practicable.

— allow for a powerful platform for highly cost-effective delivery of a range of *telematics* (3.41) applications for *regulated commercial freight vehicles* (3.36).

— a business *architecture* (3.9) based on a (multiple) *service provider* (3.38) oriented approach

— address legal and regulatory aspects for the *approval* (3.6) and *auditing* (3.10) of *service providers.*

The ISO 15638 suite of standards deliverables is timely as many governments (Europe, North America, Asia and Australia/New Zealand) are considering the use of *telematics* (3.41) for a range of regulatory purposes. Ensuring that a single in-vehicle platform can deliver a range of services to both government and industry through open standards and competitive markets is a strategic objective.

This document provides *specifications* (3.40) for emergency messaging system/eCall using the TARV architecture and communications methodology.

NOTE 1 The definition of what comprises a 'regulated' vehicle is regarded as an issue for National decision, and may vary from *jurisdiction* (3.27) to *jurisdiction*. The ISO 15638 suite of standards deliverables does not impose any requirements on nations in respect of how they define a *regulated vehicle* (3.36).

NOTE 2 The definition of what comprises a 'regulated' service is regarded as an issue for National decision, and may vary from *jurisdiction* (3.27) to *jurisdiction*. The ISO 15638 suite of standards deliverables does not impose any requirements on nations in respect of which services for *regulated vehicles* (3.36) *jurisdictions* will require, or support as an option, but will provide standardised sets of requirements descriptions for identified services to enable consistent and cost efficient implementations where implemented.

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Intelligent transport systems — Framework for cooperative telematics applications for regulated commercial freight vehicles (TARV) —

Part 10: Emergency messaging system/eCall

1 Scope

This document addresses the provision of 'Emergency messaging system/eCall' using the TARV framework, architecture and communications methodology (as defined in ISO 15638-1 to 6) and specifies the form and content of such data required to support such systems, and *access methods* (3.1) to that data.

This document provides *specifications* (3.40) for common communications and data exchange aspects of the *application service* (3.3) 'Emergency Messaging System/eCall' that a *regulator* (3.28) may elect to require or support as an option, including:

a) High level definition of the service that a *service provider* (3.38) has to provide, (The service definition describes common service elements; but does not define the detail of how such an *application service* (3.3) is instantiated, not the acceptable value ranges of the data concepts defined)

b) Means to realise the service

c) Application data, naming content and quality that an *IVS* (3.23) has to deliver.

The definition of what comprises a 'regulated' service is regarded as an issue for National decision, and may vary from *jurisdiction* (3.27) to *jurisdiction*. This document does not impose any requirements on nations in respect of which services for *regulated commercial freight vehicles jurisdictions* will require, or support as an option, but provides standardised sets of requirements descriptions for identified services to enable consistent and cost efficient implementations where instantiated.

The ISO 15638 suite of standards has been developed for use in the context of regulated commercial freight vehicles [hereinafter referred to as *regulated vehicles* (3.36)]. There is nothing however to prevent a jurisdiction extending or adapting the scope to include other types of regulated vehicles, as it deems appropriate.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 15638-1, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 1: Framework and architecture*

ISO 15638-2, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 2: Common platform parameters using CALM*

ISO 15638-3, *Intelligent transport systems — Framework for collaborative telematics applications for regulated commercial freight vehicles (TARV) — Part 3: Operating requirements, 'Approval Authority' procedures, and enforcement provisions for the providers of regulated services*

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ISO 15638-4[1], *Intelligent transport systems — Framework for cooperative telematics applications for regulated commercial freight vehicles (TARV) — System security requirements*

ISO 15638-5, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 5: Generic vehicle information*

ISO 15638-6, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 6: Regulated applications*

EN 15722:2015, *Intelligent transport systems — eSafety — eCall minimum set of data*

EN 16102:2011, *Intelligent transport systems — Third party services supported eCall — Operating requirements*

EN/TS 16405:2014, *Intelligent transport systems — ESafety — eCall Additional optional dataset for commercial vehicles*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 15638-1 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— IEC Electropedia: available at http://www.electropedia.org/

— ISO Online browsing platform: available at http://www.iso.org/obp

3.1
access methods
procedures and protocols to provision and retrieve data

3.2
app
small (usually) *Java™* [2](3.26) applets, organised as software bundles, that support *application services* (3.3) by keeping the *data pantry* (3.17) provisioned with up to date data

3.3
application service
service provided by a *service provider* (3.38) enabled by accessing data from the *IVS* (3.23) of a *regulated vehicle* (3.36) via a wireless communications network

3.4
application service provider
ASP
party that provides an *application service* (3.3)

3.5
app library
separately secure area of memory in *IVS* (3.23) where *apps* (3.2) are stored, with different access controls to *data pantry* (3.17)

3.6
approval
formal affirmation that an applicant has satisfied all the requirements for appointment as an *application service provider* (3.4) or that an application service delivers the required service levels

1) To be published.

2) This information is given for the convenience of users of this document and does not constitute an endorsement by ISO of the product named. Equivalent products may be used if they can be shown to lead to the same results.

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3.7
approval agreement
written agreement made between an *approval authority (regulatory)* (3.8) and a *service provider* (3.38)

Note 1 to entry: An *approval authority (regulatory)* (3.8) approval agreement recognises the fact that a *service provider* (3.38), having satisfied the *approval authority's* requirements for appointment as a *service provider,* is appointed in that capacity, and sets out the legal obligations of the parties with respect to the on-going role of the *service provider.*

3.8
approval authority (regulatory)
organisation (usually independent) which conducts *approval* (3.6) and ongoing *audit* (3.10) for *service providers* (3.38) on behalf of a *jurisdiction* (3.27)

3.9
architecture
formalised description of the design of the structure of *TARV* and its *framework* (3.22)

3.10
audit
auditing
review of a party's capacity to meet, or continue to meet, the initial and ongoing *approval agreements* (3.7) as a *service provider* (3.38)

3.11
basic vehicle data
data that shall be maintained/provided by all *IVS* (3.23), regardless of *jurisdiction* (3.27)

3.12
communications access for land mobiles
CALM
layered solution that enables continuous or quasi continuous communications between vehicles and the infrastructure, or between vehicles, using such (multiple) wireless telecommunications media that are available in any particular location, and which have the ability to migrate to a different available media where required and where media selection is at the discretion of *user* (3.42) determined parameters by using a suite of standards based on ISO 21217 (*CALM* architecture) and ISO 21210 (*CALM* networking) that provide a common platform for a number of standardised media using *ITS-stations* (3.25) to provide wireless support for applications, such that the application is independent of any particular wireless medium

3.13
consignment
shipment of goods/cargo to a destination

3.14
cooperative ITS
C-ITS
ITS applications for both regulatory and commercial purposes that require the exchange of data between uncontracted parties using multiple *ITS-stations* (3.25) communicating with each other and sharing data with other parties with whom they have no direct contractual relationship to provide one or more *ITS services* (3.24)

3.15
core data
basic vehicle data (3.11) plus any additional data required to provide an implemented *regulated application service* (3.35)

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3.16
dangerous goods
hazardous goods
HAZMAT
substances or articles which are potentially hazardous (for example, poisonous to humans, harmful to the environment, explosive, flammable or radioactive) that require regulatory control when transported

Note 1 to entry: Accord européen relatif au transport international des marchandises Dangereuses par Route (ADR).

3.17
data pantry
secure area of memory in *IVS* (3.23) where data values are stored, with different access controls to *app library* (3.2)

3.18
driver
person driving the *regulated vehicle* (3.36) at any specific point in time

3.19
driver work records
DWR
collection, collation, and transfer of *driver* (3.18) work and rest hours data from an *in-vehicle system* (3.23) to an *application service provider* (3.4)

3.20
eCall
specialised instantiation of an *EMS* (3.21) that provides incident messaging and communication with a public safety assistance point via priority wireless telephone communications using its emergency call capabilities

3.21
emergency message system
EMS
collection, collation, and transfer of emergency message data from an *in-vehicle system* (3.23) to an *application service provider* (3.4)

3.22
framework
particular set of beliefs or ideas referred to in order to describe a scenario or solve a problem

3.23
in-vehicle system
IVS
ITS-station (3.25) and connected equipment on board a vehicle

3.24
ITS service
communication functionality offered by an *ITS-station* (3.25) to an *ITS-station* application

3.25
ITS-station
ITS-s
entity in a communication network, comprised of application, facilities, networking and access layer components specified in ISO 21217 that operate within a bounded secure management domain

3.26
Java™
object oriented open source operating language developed by SUN systems

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3.27
jurisdiction
government, road or traffic authority which owns the r*egulatory applications* (3.34)

EXAMPLE Country, state, city council, road authority, government department (customs, treasury, transport), etc.

3.28
jurisdiction regulator
regulator
agent of the *jurisdiction* (3.27) appointed to regulate and manage TARV within the domain of the *jurisdiction,* which may or may not be the *approval authority (regulatory)* (3.8)

3.29
local data tree
LDT
frequently updated data concept stored in the on-board *data pantry* (3.17) containing a collection of data values deemed essential for either a) *TARV regulated application service* (3.35), or b) *cooperative intelligent transport systems* (3.14)

3.30
mass
mass of a given heavy vehicle as measured by equipment affixed to the *regulated vehicle* (3.36)

3.31
'mass' information for jurisdictional control and enforcement data for regulatory control and management
MICE
collection, collation, and transfer of vehicle *mass* (3.30) data from an *in-vehicle system* (3.23) to an *application service provider* (3.4*)* to enable data provision to *jurisdictions* (3.27) for the control and enforcement of equipped vehicles based on the *mass* of the *regulated vehicle* (3.36), or use of such data to enable compliance with the provisions of regulations.

3.32
operator
fleet manager of a *regulated vehicle* (3.36)

3.33
prime service provider
service provider (3.38) who is the first contractor to provide *regulated application services* (3.35) to the *regulated vehicle* (3.36), or a nominated successor on termination of that initial contract and to maintain the installed *IVS* (3.23) and if the *IVS* was not installed during the manufacture of the vehicle the *prime service provider* is also responsible to install and commission the *IVS*

3.34
regulated application
regulatory application
application arrangement using TARV utilised by *jurisdictions* (3.27) for granting certain categories of commercial vehicles rights to operate in regulated circumstances subject to certain conditions, or indeed to permit a vehicle to operate within the *jurisdiction* and which may be mandatory or voluntary at the discretion of the *jurisdiction*

3.35
regulated application service
TARV application service to meet the requirements of a regulated application that is mandated by a regulation imposed by a *jurisdiction* (3.27), or is an option supported by a *jurisdiction*

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3.36
regulated commercial freight vehicle
regulated vehicle
vehicle that is subject to regulations determined by the *jurisdiction* (3.27) as to its use on the road system of the *jurisdiction* in regulated circumstances, subject to certain conditions, and in compliance with specific regulations for that class of regulated vehicle, at the option of *jurisdictions* and which may require the provision of information via TARV or provide the option to do so

3.37
remote tachograph monitoring
RTM
collection, collation, and transfer of data from an on-board electronic tachograph system to an *application service provider* (3.4)

3.38
service provider
party which is approved by an *approval authority (regulatory)* (3.8) as suitable to provide regulated or commercial ITS *application services* (3.3)

3.39
session
wireless communication exchange between the *ITS-station* (3.25) of an *IVS* (3.23) and the *ITS-station* of its *application service provider* (3.4) to achieve data update, data provision, upload apps, or otherwise manage the provision of the *application service* (3.3), or a wireless communication provision of data to the *ITS-station* of an *IVS* from any other *ITS-station*

3.40
specification
explicit and detailed description of the nature and functional requirements and minimum performance of equipment, service or a combination of both

3.41
telematics
use of wireless media to obtain and transmit (data) from a distant source

3.42
user
individual or party that enrols in and operates within a regulated or *commercial application service* (3.3)

EXAMPLE *Driver* (3.18), transport *operator* (3.32), freight owner, etc.

3.43
vehicle access control
VAC
control of *regulated vehicles* (3.36) ingress to and egress from controlled areas and associated penalties and levies

3.44
vehicle access management
VAM
monitoring and management of *regulated vehicles* (3.36) approaching or within sensitive and controlled areas

3.45
vehicle location monitoring
VLM
collection, collation, and transfer of vehicle location data from an *in-vehicle system* (3.23) to an *application service provider* (3.4)

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3.46
vehicle mass monitoring
VMM
collection, collation, and transfer of vehicle *mass* (3.30) data from an *in-vehicle system* (3.23) to an *application service provider* (3.4)

3.47
vehicle parking facility
VPF
system for booking and access to and egress from a *vehicle parking facility*

3.48
vehicle speed monitoring
VSM
collection, collation, and transfer of vehicle speed data from an *in-vehicle system* (3.23) to an *application service provider* (3.4)

4 Symbols and abbreviated terms

app	applet (JAVA™ application or similar) (3.2)
AS	application service
ASP	*application service provider* (3.4)
CALM	*communications access for land mobiles* (3.12)
C-ITS	*cooperative intelligent transport systems* (3.14)
EMS	*emergency message system* (3.21)
ID	identity
IP	internet protocol
ITS-S	*ITS station* (3.25)
IVS	*in-vehicle system* (3.23)
LDT	*local data tree* (3.29)
MSD	minimum set of data [*eCall* (3.20) EN 15722]
OID	object identifier
PSAP	public safety answering point
SE	service element
TARV	*telematics* (3.41) applications for *regulated commercial freight vehicles* (3.36)
TPS	third party service [*eCall* (3.20) EN 16102]
TPSP	third party *service provider* (3.38) [*eCall* (3.20) EN 16102]

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TS11	normal phone connection (teleservice 11)
TS12	emergency call priority phone connection (teleservice 12)
UNECE	United Nations Economic Commission for Europe
UTC	coordinated universal time

5 Conformance

Requirements to demonstrate conformance to any of the general provisions or specific *application services* (3.3) described in this document shall be within the regulations imposed by the *jurisdiction* (3.27) where they are instantiated. Conformance requirements to meet the provisions of this document are therefore deemed to be under the control of, and to the specification of, the *jurisdiction* where the *application service*(s) is/are instantiated.

The protocols defined in this document have been independently tested. Annex B (informative) provides results of these tests. In any conformance assurance process undertaken by candidate systems, where appropriate these results may be used as part of its process of conformance compliance. (The actual data content tested was the data content as specified in ISO/TS 15638-10, which was in line with EN 15722:2011. This document revises the data content itself, in line with the revision of EN 15722:2015, however the communication session principles and protocols remain unchanged).

6 General overview and framework requirements

ISO 15638-1 provided a *framework* (3.22) and *architecture* (3.9) for *TARV*. It provided a general description of the roles of the actors in *TARV* and their relationships.

To understand clearly the *TARV* framework, *architecture* (3.9) and detail and *specification* (3.40) of the roles of the actors involved, the reader is referred to ISO 15638-1.

ISO 15638-6 provides the core requirements for all regulated applications. To understand clearly the general context of the provision of this application service, the reader is referred to ISO 15638-6.

In order to be compliant with this document, the overall architecture employed shall comply to ISO 15638-1.

In order to be compliant with this document, the communications employed shall comply to ISO 15638-2.

In order to be compliant with this document, the operating requirements employed shall comply to ISO 15638-3.

In order to be compliant with this document, the security employed shall comply to ISO 15638-4.

In order to be compliant with this document, the basic vehicle data shall comply to ISO 15638-5.

In order to be compliant with this document, the generic conditions for this application service shall comply to ISO 15638-6.

ISO 15638 has been developed for use in the context of regulated commercial freight vehicles. There is nothing however to prevent a jurisdiction extending or adapting the scope to include other types of regulated vehicles, as it deems appropriate.

7 Requirements for services using generic vehicle data

The means by which the access commands for generic vehicle information specified in ISO 15638-5 can be used to provide all or part of the data required in order to support a *regulated application service* (3.34) shall be as defined in ISO 15638-6.

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8 Application services that require data in addition to basic vehicle data

8.1 General

This shall be conducted as defined in ISO 15638-6.

8.2 Quality of service requirements

This document contains no general requirements concerning quality of service. Such aspects shall be determined by a *jurisdiction* (3.27) as part of its *specification* (3.40) for any particular *regulated application service* (3.35). However, where a specified *regulated application service* (3.35) has specific Q of S requirements essential to maintain interoperability, these aspects shall be as specified in Clause 10.

8.3 Test requirements

This document contains no general requirements concerning test requirements. Such aspects shall be determined by a *jurisdiction* (3.27) as part of its *specification* (3.40) for any particular *regulated application service* (3.35), and issued as a formal test requirements *specification* (3.40) document. However, where a specified *regulated application service* (3.35) has specific test requirements essential to maintain interoperability, these aspects shall be as specified in Clause 10 relating to this *regulated application service,* or in a separate standards deliverable referenced within that Clause. And where multiple *jurisdictions* recognise a benefit to common test procedures for a specific *regulated application service,* this shall be the subject of a separate standards deliverable.

8.4 Marking, labelling and packaging

This document has no specific requirements for marking, labelling or packaging.

However, where the privacy of an individual may be potentially or actually compromised by any instantiation based on the ISO 15638 suite of standards, the contracting parties shall make such risk explicitly known to the implementing *jurisdiction* (3.27) and shall abide by the privacy laws and regulations of the implementing *jurisdiction* and shall mark up or label any contracts specifically and explicitly drawing attention to any loss of privacy and precautions taken to protect privacy. Attention is drawn to ISO/TR 12859 in this respect.

9 Common features of regulated TARV application services

9.1 General

The details of the instantiation of *regulated application service* (3.35) are as designed by the application service system to meet the requirements of a particular *jurisdiction* (3.27) and are not defined herein. ISO 15638-6 specifies the generic roles and responsibilities of actors in the systems, and instantiations that claim compliance with this document shall also be compliant with the requirements of ISO 15638-6.

The means by which data is provisioned into the *data pantry* (3.17), and the means to obtain the *TARV LDT* (3.29) and *core data* (3.15) are described in ISO 15638-6:2014, Clause 8.

In order to minimise demand on the *IVS* (3.23) (which it is assumed will be performing multiple *application services* (3.3) simultaneously, as well as supporting general safety related cooperative vehicle systems), and because national requirements and system offerings will differ, a 'cloud' approach has been taken in defining *TARV regulated application services* (3.35).

The *TARV* approach is for the on-board *app* (3.2) supporting the application service to collect and collate the relevant data, and at intervals determined by the *app,* or on demand from the *application service provider (ASP)* (3.4)*,* pass that data to the *ASP.* All of the actual application service processing shall occur in the mainframe system of the *ASP* (in the 'cloud').

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